

29.—Commercial Traffic Through the Panama Canal, Years Ended June 30, 1937-47

NOTE.—Figures for the years 1915-28 are given at p. 708 of the 1938 Year Book and for 1929-36 at p. 636 of the 1942 edition.

Year	Atlantic to Pacific		Pacific to Atlantic		Totals	
	Vessels	Cargo Tonnage	Vessels	Cargo Tonnage	Vessels	Cargo Tonnage
	No.	long tons	No.	long tons	No.	long tons
1937.....	2,865	9,895,632	2,522	18,212,743	5,387	28,108,375
1938.....	2,946	9,688,560	2,578	17,697,364	5,524	27,385,924
1939.....	3,146	9,011,267	2,757	18,855,360	5,903	27,866,627
1940.....	2,763	9,819,600	2,607	17,479,416	5,370	27,299,016
1941.....	2,353	9,488,446	2,374	15,462,345	4,727	24,950,791
1942.....	1,227	4,684,922	1,461	8,922,522	2,688	13,607,444
1943.....	824	4,945,267	998	5,654,699	1,822	10,599,966
1944.....	671	3,354,349	891	3,649,138	1,562	7,003,487
1945.....	924	4,234,935	1,015	4,368,672	1,939	8,603,607
1946.....	1,516	6,118,085	2,231	8,859,855	3,747	14,977,940
1947.....	2,021	8,294,820	2,239	13,375,698	4,260	21,670,518

Subsection 3.—Harbour Traffic

The freight movement through a large port takes a number of different forms. The overseas movement, i.e., the freight loaded into or unloaded from sea-going vessels, frequently constitutes a surprisingly small part of the total. Usually the volume coming in and going out by coastwise vessels is larger. Then there is the 'in transit' movement in vessels that pass through the harbour without loading or unloading. Finally there is the movement from one point to another within the harbour, which in many ports amounts to a large volume. It is not possible to obtain statistics of the total freight handled in all the ports and harbours of Canada, as many of them are small and without the staff necessary to obtain a detailed record of freight handled. The National Harbours Board reports annually the water-borne cargo loaded and unloaded at the eight ports under its control. Six of these are among the principal ports of Canada and the cargo handled in each is shown in Table 30. The figures include freight carried by coastwise and inland international, as well as by sea-going shipping; they include all cargo loaded or unloaded whether by facilities under the Board or at private docks and terminals in these ports. Cross-harbour movements, ballast (non-revenue), bunkers, ships' stores, mail and passengers' baggage are excluded.

30.—Principal Commodities in Water-Borne Cargo Landed from and Loaded to Vessels at Each of Six Principal Ports, 1946 and 1947

Port and Commodity	1946		1947	
	Inward	Outward	Inward	Outward
	tons	tons	tons	tons
Montreal—				
Grain.....	634,954	1,796,314	322,578	1,827,029
Coal, bituminous.....	1,108,649	Nil	1,128,739	38
Gasoline.....	227,980	598,845	316,939	674,916
Flour, wheat.....	Nil	638,316	19,713	840,145
Petroleum oil, fuel.....	49,397	331,484	445,459	523,935
Petroleum oil, crude.....	249,163	34,075	510,054	316,804
Sugar, raw.....	178,442	Nil	217,298	Nil
Motor-vehicles and parts.....	24,941	140,922	2,590	132,412
Lumber (planks, boards and flooring) and square timber.....	4,295	150,799	10,900	108,723
Meats, canned, cured, prepared or preserved.....	514	144,219	290	103,919
Petroleum oil, refined, not otherwise specified.....	31,680	93,593	4	79,821
Manganese ore.....	41,227	79,843	38,640	65,558
Railway equipment, not otherwise specified.....	16	110,567	44	13,936